

## IN THE CLAIMS

Claim 1 (currently amended). A CVT transmission for a motor vehicles, in particular for agricultural tractors, said CVT transmission comprising equipment for continuous variation of the motion in terms of torque and of speed delivered, said continuous variation being obtained between two shafts; a CVT transmission in which said equipment for continuous variation of the motion comprises comprising first mechanical means with fixed transmission ratio, and second mechanical means with variable transmission ratio, there being set between said first mechanical means and said second mechanical means an epicyclic gear train including a central gear fitted on a driven one of said shafts, whilst said first mechanical means drive a spider carrying a plurality of planetary gears, said planetary gears including teeth meshed with internal teeth of a crown gear, a speed of said crown gear being an algebraic sum of a speeds of a gear wheel fitted on said driven one of said shafts and of said first mechanical means driving said spider; said CVT transmission being characterised in that the input of the motion from an engine connected in rotatably driving relation thereto occurs in a direction about an axis substantially parallel to an axis of longitudinal symmetry of the motor vehicle, whilst the axes of said shafts, respectively, are set transverse to said axis of longitudinal symmetry of the motor vehicle; the transmission being connectable in driving relation to a differential having an axis of longitudinal symmetry transverse to said axis of longitudinal symmetry of the motor vehicle and substantially parallel to the axes of said shafts, wherein at least one pair of gear wheels, fixed to said crown gear, is meshed with a pair of gear wheels of the differential rotatable about the axis of longitudinal symmetry of said differential, in which a transmission ratio between said transmission and said differential can be selected by means of a sliding toothed shaft coupling and by means of a servo control.

Claim 2 (cancelled).

Claim 3 (cancelled).

Claim 4 (currently amended). The CVT transmission as claimed in claim 3 1, in which the variable transmission ratio obtained by means of said second mechanical means is controlled by a group selected from hydraulic, mechanical and electrical means.

Claim 5 (cancelled).

Claim 6 (cancelled).

Claim 7 (cancelled).

Claim 8 (cancelled).

Claim 9 (currently amended). The CVT transmission as claimed in claim 8 1, in which said sliding toothed shaft coupling envisages a neutral position.

Claim 10 (previously submitted). The CVT transmission as claimed in claim 9, in which the input shaft of the motion from said engine to said transmission is provided with a clutch.

Claim 11 (previously submitted). The CVT transmission as claimed in claim 10, in which said clutch performs also the functions of a torque-limiter coupling.

Claim 12 (previously submitted). The CVT transmission as claimed in claim 11, in which said engine drives two coaxial shafts, said external shaft driving said transmission, whilst said internal shaft drives a series of shafts of a power take-off (PTO).

Claim 13 (previously submitted). The CVT transmission as claimed in claim 12, in which said shaft of the power take-off (PTO) is provided with a clutch.

Claim 14 (previously submitted). The CVT transmission as claimed in claim 12, in which said shaft passes in the space between said gear wheels of said differential.

Claim 15 (currently amended). The CVT transmission as claimed in claim 7 1, in which one of said gear ~~wheel~~ wheels carries fixed to it a crown bevel gear which meshes with a pinion gear, which transmits the motion to ~~the~~ front wheels of the motor vehicle by means of mechanical transmission means.

Claim 16 (currently amended). The CVT transmission as claimed in claim 3 1, in which said axes and an axis of the gear shafts of the rear wheels are arranged spatially substantially in the form of a quincunx.

Claim 17 (previously submitted). The CVT transmission as claimed in claim 1, in which the elements that make up said equipment for continuous variation of the motion are mounted in cantilever fashion on said shafts, so as to be housed in two guards separated from one another and easily accessible from outside.

Claim 18 (previously submitted). The CVT transmission as claimed in claim 17, in which said second mechanical means are housed in a first guard, whilst said first mechanical means and said epicyclic gear train are housed in a second guard.

Claim 19 (currently amended). The CVT transmission as claimed in claim 18, in which ~~associated to~~ said shafts ~~and~~ are respective supported by bearings ~~and~~ set on a wall of said first guard, said wall facing said second guard.

Claim 20 (currently amended). The CVT transmission as claimed in claim 1, in which provided on at least one of said shaft shafts is a torque-limiting device.

Claim 21 (currently amended). ~~The A~~ CVT transmission for ~~motor vehicles, in particular for agricultural tractors, said CVT transmission comprising equipment for continuous variation of motion in terms of torque and of speed delivered, said continuous variation being obtained between two shafts; a CVT transmission, in which said equipment for continuous variation of motion comprises comprising first mechanical means with having a fixed transmission ratio, and second mechanical means with having a variable transmission ratio, there being set between said first mechanical means and said second mechanical means an epicyclic gear train; said CVT transmission being characterised in that the mountable on a tractor such that input of the motion from an engine of the tractor occurs in a direction that is substantially transverse with respect to an axis of longitudinal symmetry of the motor vehicle, as likewise the axes of said shaft, are transverse to said axis of longitudinal symmetry of the motor vehicle, and in that a guard is provided, which is designed to contain separately said second mechanical means with variable transmission ratio thereof; the epicyclic gear train including a central gear fitted on a driven one of said shafts, and said first mechanical means drive a spider carrying a plurality of planetary gears including teeth meshed with internal teeth of a crown gear carried on said driven one of said shafts; the transmission being connectable in driving relation to a differential having an axis of longitudinal symmetry transverse to said axis of longitudinal symmetry of the tractor and substantially parallel to the axes of said shafts, wherein at least one pair of gear wheels carried on said crown gear, is meshed with a pair of gear wheels of the differential rotatable about the axis of longitudinal symmetry of said differential, in which a transmission ratio between said transmission and said differential can be selected by sliding a toothed shaft coupling carried on said~~

crown gear into engagement with one of the gears carried on said crown gear by means of a servo control.

Claim 22 (currently amended). ~~The A~~ CVT transmission for motor vehicles, ~~in particular for agricultural tractors~~, said CVT transmission comprising equipment for continuous variation of the motion in terms of torque and of speeds delivered, said continuous variation being obtained between two shafts; ~~a CVT transmission in which~~ said equipment for continuous variation of the motion ~~comprises comprising~~ first mechanical means with ~~a~~ fixed transmission ratio, and second mechanical means (19) with ~~a~~ variable transmission ratio, there being set between said first mechanical means and said second mechanical means an epicyclic gear train and in which ~~the~~ input of ~~the~~ motion from an engine occurs in a direction that is substantially parallel to an axis of longitudinal symmetry of the motor vehicle, whilst the axes, ~~of said shaft and said shaft,~~ respectively, ~~of said shafts~~ are transverse with respect to said axis of longitudinal symmetry of the motor vehicle; ~~said CVT transmission being characterised in that~~ ~~said second mechanical means and said epicyclic gear train are always the same for any power to be transmitted, whereas it is possible to change according to the power either a crown wheel and pinion assembly for input of the power coming from said engine, or else said first mechanical means, with fixed transmission ratio~~ the epicyclic gear train including a central gear mounted on a driven one of said shafts for rotation therewith, and said first mechanical means drive a spider carrying a plurality of planetary gears including teeth meshed with the central gear and internal teeth of a crown gear carried on said driven one of said shafts; and a differential having an axis of longitudinal symmetry transverse to said axis of longitudinal symmetry of the vehicle and substantially parallel to the axes of said shafts, at least one pair of gear wheels being carried on said crown gear and meshed with a pair of gear wheels of the differential rotatable about the axis of longitudinal symmetry thereof, in which a transmission ratio between said transmission and said differential can be selected by sliding a toothed shaft coupling carried on said

crown gear into engagement with one of the gears carried thereon by means of a servo control.